

Fund 40000

County Transit Systems

Mission

To provide safe, reliable, clean and effective public transportation service that complements the other elements of the multi-modal transportation system in Fairfax County and provides a cost-saving alternative to Washington Metropolitan Area Transit Authority (WMATA) Metrobus service. To fund the County's share of operating costs for the Virginia Railway Express (VRE).

Focus

FAIRFAX CONNECTOR Bus System

Fund 40000 (formerly Fund 100), County Transit Systems, provides funding for operating and capital expenses for the FAIRFAX CONNECTOR bus system. The Fairfax County Department of Transportation (FCDOT) manages, oversees and coordinates the activities of the FAIRFAX CONNECTOR bus system, which in FY 2014 is projected to operate 79 routes providing primarily intra-county service and access to Metrorail stations serving County residents. The system includes an authorized fleet of 288 buses, of which 260 are in service. The FY 2014 budget also includes funding to replace 18 buses that have exceeded their useful life.



Buses operate from three bus operations centers, Huntington, Reston-Herndon and West Ox, owned by the County. FAIRFAX CONNECTOR service is operated by a private contractor from these County sites. The Huntington Division provides local service to the Huntington, Van Dorn and Franconia-Springfield Metrorail Stations, express service to the Pentagon Metrorail Station and cross-county service between Springfield and Tysons Corner. The Reston-Herndon Division includes express service from Reston and Herndon to the West Falls Church – VT/UVA Metrorail Station, express service from Reston to the Pentagon and Crystal City, local service between Herndon, Reston, and Tysons Corner, local service within Reston, and cross-county service between Fair Oaks and Reston.

In June 2009, the West Ox Division became operational, providing service to the Centreville and Chantilly areas in the western part of the County and to the Vienna Metro Station along I-66. The West Ox Bus Operations Center, at the intersection of West Ox Road and Lee Highway, is a facility jointly funded and occupied by the County and WMATA. Construction was completed on the West Ox



The West Ox Bus Operations Center commenced operations on June 29, 2009.

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Bus Operations Center in fall 2008. The site will eventually support 300 buses. Phase I has a total maximum space for 100 WMATA buses and 75 County buses. Under the Joint Use Agreement with WMATA, WMATA pays its share of on-going operating and maintenance costs to the County. The new center provides more optimal and effective service to the western portion of the County, including FAIRFAX CONNECTOR services that replaced WMATA's 12S, 20S and 2W non-regional Metrobus routes, as approved by the Board of Supervisors in February 2006.



FAIRFAX CONNECTOR is modifying and expanding service over the 2012-2014 fiscal years in conjunction with the opening of two major transportation infrastructure projects in Fairfax County: the I-495 High Occupancy Toll Lanes (HOT Lanes) and the first phase of Dulles Rail. The majority of new FAIRFAX CONNECTOR bus service in support of these projects will occur in Tysons Corner. In 2012, the FAIRFAX CONNECTOR started express service to Tysons Corner, providing a faster connection via the HOT Lanes. At the end of 2013, a new FAIRFAX CONNECTOR circulator bus system will begin operating in Tysons Corner, feeding the four new Metrorail Stations on the Silver Line. All service will operate out of the West Ox bus operations center.

Additional revenues will also be available as a result of the State Transportation funding plan approved during the 2013 Session by the General Assembly (HB 2313). The increased funding will be available for transportation on both a regional and statewide basis. By increasing the Commercial and Industrial (C&I) tax rate to \$0.125 per \$100 of assessed value as recommended by County staff, the County meets the requirements for HB 2313 that the C&I tax rate be adopted at the maximum allowable rate. As a result, the County will benefit from approximately \$125.2 million in regional transportation revenues annually beginning in FY 2014. Of this total, \$37.5 million or 30.0 percent will be available directly to the

County Transit Systems supports the following County Vision Elements:

-  **Connecting People and Places**
-  **Practicing Environmental Stewardship**
-  **Exercising Corporate Stewardship**

County (and is required to be accounted for in a dedicated transportation fund) with the balance of \$87.7 million or 70.0 percent flowing to the Northern Virginia Transportation Authority (NVTA) on the County's behalf. Additional service hour recommendations, including, but not limited to, expansion of midday and late night CONNECTOR service in the Reston area when the silver line begins to operate will be presented to the Board for consideration and prioritization and should be supported within new revenues from HB 2313 and the increase in the C&I tax rate to \$0.125.

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In addition to the opening of the West Ox Operations Center, there have been a number of other CONNECTOR initiatives in recent years. In FY 2008, FAIRFAX CONNECTOR equipped all buses with front-mounted bike racks able to carry two bikes. Bike racks have been well received across the County by FAIRFAX CONNECTOR riders, as they offer a healthier, more environmentally friendly commuting choice. In future years, new buses that are purchased will have the capacity to carry up to three bikes.

FCDOT continues its commitment to the Emission Reduction Program as an agency focus. The program includes an idling reduction program, auto shutdown program and reduced horsepower in the 30 ft. fleet, and 139 buses with engines that include diesel particulate filters (DPF). In addition, the agency installed DPF filters on many of the older buses and have equipped 45 buses with Engineered Machine Products (EMP) technology. EMP technology electrifies many of the systems, making the bus a Mini-Hybrid and reducing fuel consumption in the buses with this technology.

All buses purchased in FY 2013 and beyond will have a greater reduction in emissions. The Environmental Protection Agency (EPA) has slowly been restricting the Particulate Matter (PM) and the Nitrogen oxide (NOx) material and gases produced in diesel engines since 1978. In 2010, an EPA mandate restricted all diesel engines to 0.2 g/HP-hr for NOx and 0.01g/HP-hr for PM. The manufacturers of diesel engines have achieved this goal by adding several components to the engine: Turbos, Air-Air charge coolers, Exhaust Gas Recirculation (EGR) equipment, Diesel Particulate Filters (DPF), and Selective Catalytic Reduction equipment, which work in conjunction with a dosing fluid, Diesel Exhaust Fluid (DEF). All these changes have produced a cleaner public transportation vehicle.

An additional initiative was the completion of a bus rebuilding program, enabling FAIRFAX CONNECTOR to take retired buses and create a reserve fleet. This program resulted in the rebuilding of buses with new engines, transmissions, bulkheads, wheelchair lifts and other major components. These rebuilt buses enable FAIRFAX CONNECTOR to have a more adequate spare ratio to address maintenance requirements, provide more protection to the active fleet, deploy standby buses to provide system reliability and dependability, enable training without impacting service delivery, and provide a contingency fleet in the event of unforeseen regional emergencies.

FAIRFAX CONNECTOR service is supported from a combination of sources, including fare and advertising revenue, state aid held at Northern Virginia Transportation Commission (NVTC), a transfer of commercial and industrial real estate tax for transportation revenue from Fund 40010, County and Regional Transportation Projects, a transfer from Fund 30000, Metro Operations and Construction, and a General Fund transfer.

FY 2014 Bus Services Funding

Total FY 2014 funding of \$88.8 million is provided for bus services, a decrease of \$5.8 million or 6.1 percent from the FY 2013 Adopted Budget Plan total of \$94.6 million. This decrease is due primarily to funds being included in FY 2013 for the purchase of 15 new expansion buses in support of Dulles Rail Phase I Bus Service, and does not reflect a decrease in actual bus service. Of this total \$85.9 million is included for FAIRFAX CONNECTOR existing and new services (including bus replacement), and \$2.9 million is for WMATA reimbursable facility and fuel costs at the West Ox Bus Operations Center. A breakdown of the \$85.9 million is included in the table below.

Bus Services	\$76.9
Bus Replacement (18)	\$9.0
Total (\$ in millions)	\$85.9

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Funding is included in the FY 2014 budget to continue the timely replacement of aging FAIRFAX CONNECTOR buses, in accordance with the Board of Supervisors' approved FAIRFAX CONNECTOR Transit Bus Fleet Replacement Policy. In FY 2014, \$9.0 million will support the replacement of 18 FAIRFAX CONNECTOR buses that reach established replacement criteria, thus minimizing maintenance issues and ensuring future bus service reliability.

Commercial and Industrial Tax Funding

Commercial and Industrial (C&I) real estate tax revenue is posted to Fund 40010, County and Regional Transportation Projects, and then a portion is transferred to the County Transit Systems budget. In FY 2014, this amount totals \$11.44 million. This amount, combined with previous-year C&I balances already in Fund 40000, will be used to provide continued support for West Ox Division rush hour and midday service, enables the continuation of increased frequencies on overcrowded priority bus routes (Routes 171, 401/402 and 950), and continues support for previous years' service expansions at all three operating divisions. It also supports a route from Tysons to Dulles Airport, as endorsed by the Board on July 27, 2010; improves the frequency of Richmond Highway corridor routes; and improves the frequency of Route 310 servicing Franconia Road to Rolling Valley, where headways will decrease from every 30 minutes to every 20 minutes.

General Fund Support / Use of Balances

General Fund support is provided to Fund 40000, County Transit Systems, for CONNECTOR requirements and for the County share of the subsidy for commuter rail services operated by the Virginia Railway Express (VRE). The FY 2014 General Fund transfer to Fund 40000 is \$34.5 million, a reduction of \$2.0 million from the FY 2013 Adopted Budget Plan. The reduced transfer is primarily due to the use of available balances in Fund 40000 that have resulted from lower than projected service-related costs in the FY 2012-FY 2013 timeframe as well as a small increase in State Aid applied to operating.

In the current year (FY 2013) budget, updated FCDOT projections estimate that approximately \$22.3 million will be unspent at year end. This is an increase of \$8.8 million over the amount shown as part of the *FY 2012 Carryover Review*. As part of FY 2014 budget development, FCDOT revisited Connector revenue hours and operational expenditures that were projected for FY 2013 and determined that operational expenditures in several areas were likely to be lower than expected and fewer revenue hours are needed to implement FY 2013 service changes. It should be noted that of the \$22.3 million noted above, a total of \$10.1 million is C&I funds and must be used for to support C&I eligible services (new capacity revenue service hours added since 2009) and the remaining \$12.2 million is from other sources (primarily General Fund and State Aid). Of this \$12.2 million, a one-time amount of \$4.0 million is being transferred out to the General Fund in FY 2014 at the direction of the Board assuming a review of future-year funding sources for transportation. This remaining \$8.2 million balance will be used over a two-year period (FY 2014 - FY 2015) along with a small increase in State Aid supporting CONNECTOR operations to allow for the reduction in the General Fund transfer from \$36.5 to \$34.5 million in FY 2014, while still covering all necessary operating, capital and other Fund 40000 requirements over the two year time horizon.

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Establishment of a CONNECTOR Bus Replacement Reserve

A significant long term issue in transportation concerns the bus replacement needs for the CONNECTOR fleet. Starting in FY 2020, approximately 170 buses are scheduled for replacement over the ensuing five years. As of now, no funds have been set aside for bus replacement and if the County opted to go on a pay-as-you-go basis, there would be years where it would require as much as \$43 million in one year to replace buses (68 buses in FY 2020). To mitigate this issue, the FY 2014 budget will begin the process of establishing and funding a CONNECTOR bus replacement reserve. In FY 2014 and FY 2015, amounts of \$5.7 million, to be fully covered by State Aid, are recommended to be set aside to start this process. Under the current plan, annual payments to the reserve would need to increase from \$5.7 to \$7.4 million starting in FY 2016, and then be increased 4.0 percent per year thereafter. It is anticipated that at least initially State Aid will be the main funding source to fund the reserve; however, this will need to be examined especially in later years if State Aid balances drop. The recommended plan also spreads out the replacement over a slightly longer time horizon, which is operationally and programmatically feasible for the department.

Virginia Railway Express (VRE)

Fund 40000, County Transit Systems, includes the County's share of the subsidy for commuter rail services operated by the Virginia Railway Express (VRE). The Board of Supervisors approved the County's participation in the regional rail service on August 1, 1988. The service is a joint effort among NVTC, the Potomac and Rappahannock Transportation Commission, the Virginia Department of Rail and Public Transportation, and the participating jurisdictions of Fairfax County, Manassas, Manassas Park, Fredericksburg, Prince William County, and Stafford County. The City of Alexandria and Arlington County are also contributing jurisdictions.

The operation and maintenance costs associated with the commuter rail system are funded from a combination of ridership revenues (which accrue directly to VRE), state contributions and contributions from the participating and contributing local jurisdictions. According to the VRE Master Agreement, at least 50 percent of the operating costs must be paid by passenger fares, with the remainder funded by the participating jurisdictions according to a funding formula. In spring 2007, the VRE Operations Board and member jurisdictions approved a change in the funding formula to transition from the previous calculation based on 90 percent ridership and 10 percent population, to a purely ridership-based formula more favorable to Fairfax County. The FY 2014 Fairfax County subsidy, as approved by the VRE Operations Board and NVTC is \$5.31 million, an increase of \$0.15 million or 3.0 percent over the FY 2013 Adopted Budget Plan total of \$5.16 million.

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Budget and Staff Resources

Category	FY 2012 Actual	FY 2013 Adopted	FY 2013 Revised	FY 2014 Advertised	FY 2014 Adopted
FUNDING					
Expenditures:					
<u>Bus Services</u>					
Huntington	\$42,719,558	\$40,953,599	\$49,956,156	\$32,980,997	\$32,980,997
Reston/Herndon	26,722,682	23,798,139	29,540,930	31,722,694	31,722,694
West Ox	13,704,988	29,872,371	25,492,603	24,113,816	24,113,816
Systemwide Projects	297,466	0	2,802,542	0	0
Subtotal - Bus Services, CONNECTOR & WMATA	\$83,444,694	\$94,624,109	\$107,792,231	\$88,817,507	\$88,817,507
Commuter Rail (VRE)	\$4,876,961	\$5,157,151	\$5,157,151	\$5,311,867	\$5,311,867
Total Expenditures	\$88,321,655	\$99,781,260	\$112,949,382	\$94,129,374	\$94,129,374
Income:					
Miscellaneous Revenue	\$1,370,398	\$162,778	\$162,778	\$162,778	\$162,778
Fare Revenue	7,217,599	7,492,078	7,492,078	7,358,142	7,358,142
Advertising Revenue	0	200,000	200,000	200,000	200,000
WMATA Reimbursements, West Ox	2,572,930	3,335,461	2,700,000	2,942,517	2,942,517
State Aid (NVTC) Operations	18,201,878	18,201,878	18,201,878	19,129,770	19,129,770
State Aid (NVTC) Projects	14,000,000	0	0	5,700,000	5,700,000
Total Income	\$43,362,805	\$29,392,195	\$28,756,734	\$35,493,207	\$35,493,207
NET COST TO THE COUNTY	\$44,958,850	\$70,389,065	\$84,192,648	\$58,636,167	\$58,636,167

FY 2014 Funding Adjustments

The following funding adjustments from the FY 2013 Adopted Budget Plan are necessary to support the FY 2014 program. Included are all adjustments recommended by the County Executive that were approved by the Board of Supervisors, as well as any additional Board of Supervisors' actions, as approved in the adoption of the budget on April 30, 2013.

- ◆ **Bus Operations Contract** **\$2,855,519**
 An increase of \$2,855,519 is necessary to support the contractually obligated increase of 5.1 percent in the bus operations contract.
- ◆ **Virginia Railway Express (VRE) Local Jurisdiction Subsidy Increase** **\$154,716**
 An increase of \$154,716 is included to fund Fairfax County's estimated share of VRE expenses. The FY 2014 VRE subsidy total of \$5,311,867 reflects an increase of 3.0 percent over the FY 2013 Revised Budget Plan total of \$5,157,151.
- ◆ **Bus Purchases** **(\$7,275,000)**
 A decrease of \$7,275,000 is due to one-time funds being included in the FY 2013 budget for the purchase of 15 new buses supporting expanded bus service in conjunction with Dulles Rail Phase I, and does not reflect a decrease in actual bus service.

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- ◆ **Reduced Expenditure Requirements** **(\$994,177)**

A reduction of \$994,177 in expenditures is primarily associated with fewer revenue hours needed to implement FY 2013 service changes in FY 2014. The FY 2013 budget was based on an estimated amount of service hours; however, actual experience in FY 2012 showed that the base amount for building the FY 2014 budget should be slightly reduced.
- ◆ **WMATA Facility and Service Costs at West Ox** **(\$392,944)**

A decrease of \$392,944 in expenditures and associated WMATA reimbursements is based on actual WMATA operational requirements at the West Ox Bus Operations Center, as demonstrated by experience in WMATA's operations at the site. Under the Joint Use Agreement, WMATA pays its share of on-going operating and maintenance costs to the County.

Changes to FY 2013 Adopted Budget Plan

The following funding adjustments reflect all approved changes in the FY 2013 Revised Budget Plan since passage of the FY 2013 Adopted Budget Plan. Included are all adjustments made as part of the FY 2012 Carryover Review, FY 2013 Third Quarter Review, and all other approved changes through April 23, 2013.

- ◆ **Carryover Adjustments** **\$22,617,411**

As part of the *FY 2012 Carryover Review*, the Board of Supervisors approved \$22,617,411, including \$5,703,705 in encumbered carryover and \$16,913,706 unencumbered carryover. Of the unencumbered total, an amount of \$5,360,546 is included for Advanced Public Transit System (APTS) design, purchase, and implementation. These projects require significant review and have been delayed in the procurement process. An additional \$5,772,231 is included for facility-related maintenance and safety upgrades, support services, and design and engineering costs for several renovation projects including the Herndon Monroe parking garage, Burke Center VRE parking garage, and the West Ox and Huntington facilities. An additional \$4,880,929 is for other operating and capital requirements such as marketing and public outreach associated with Dulles Phase I bus services and the Silver Line extension, upgrades to the Mobile Access Travel Training bus which is a significant training tool for the special needs population, and vehicle-related requirements including the purchase of a permanent dispenser for a required fuel additive. The remaining \$900,000 includes \$400,000 for the Phase II-Tysons Neighborhood Traffic Impact Study which was discussed at the June 12, 2012 Board Transportation Subcommittee meeting, and \$500,000 for the Reston Master Plan Study, a multi-phase planning study to identify appropriate changes to the Fairfax County Comprehensive Plan to help guide future development in the planned community of Reston and adjoining areas.
- ◆ **Third Quarter Adjustments** **(\$9,449,289)**

As part of the *FY 2013 Third Quarter Review*, the Board of Supervisors approved a net decrease of \$9,449,289 from the *FY 2013 Revised Budget Plan* total of \$122,398,671. Actual Fairfax CONNECTOR revenue hours and operational expenditures are lower than originally budgeted for FY 2013. It should be noted this reduced funding level still supports all operating and capital requirements including bus replacement, facility renovations, and necessary information technology hardware expenditures.

Cost Centers

There are two cost centers in Fund 40000, County Transit Systems. The first represents the FAIRFAX CONNECTOR bus service, including three divisions, Huntington, Reston-Herndon, and West Ox. The second cost center is focused on Commuter Rail, the Virginia Railway Express (VRE).

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Key Performance Measures

Indicator	Prior Year Actuals			Current Estimate	Future Estimate
	FY 2010 Actual	FY 2011 Actual	FY 2012 Estimate/Actual	FY 2013	FY 2014
FAIRFAX CONNECTOR					
Percent change in FAIRFAX CONNECTOR passengers	0.70%	6.63%	1.23% / 5.96%	(2.79%)	8.78%
Percent change in service provided for platform hours	8.44%	3.58%	14.14% / 4.53%	4.50%	0.30%
Percent change in service provided for platform miles	15.45%	5.56%	13.30% / 5.81%	4.50%	(0.13%)
Commuter Rail					
Percent change in VRE passengers boarding at stations in Fairfax County	8.8%	20.5%	3.0% / 8.7%	3.0%	3.0%

A complete list of performance measures can be viewed at www.fairfaxcounty.gov/dmb/fy2014/adopted/pm/40000.pdf

Performance Measurement Results

CONNECTOR ridership in both FY 2010 and FY 2011 was impacted by the economic downturn, resulting in fewer working commuters. However, FY 2012 ridership levels continued to show a marginal increase over the prior year actuals, despite FY 2010 route eliminations and service reductions to meet targeted General Fund reductions. Some of this ridership growth was attributable to new ridership associated with the opening of a third division at the West Ox Bus Operations Center. New routes and service hours implemented in FY 2010 and following years in part served the transit needs in the western part of the County, where there are fewer passengers per revenue mile because there are more miles to travel between the western County passenger boarding points and transit center/Metro station destinations. The FAIRFAX CONNECTOR will continue to evaluate all FY 2014 routes to maximize ridership while at the same time achieving the best alignment of service to balance commuter needs during rush hours and the needs of riders who depend on bus service at other hours as their only means of transportation.

VRE annual ridership continues to increase. FY 2014 ridership is projected to rise another 3 percent over the current year, following ridership growth of nearly 21 percent in FY 2011 and 9 percent in FY 2012. Ridership growth is fueled by a number of factors, including an increased FY 2010 federal government subsidy for commuter fares, VRE operational efficiencies such as new rail cars and extended platforms, and more conveniently located maintenance yards where trains can be parked midday (thus reducing the operating costs of running trains far away to a distant maintenance yard for parking). VRE continues to implement a number of operational and capital efforts to address on-time performance issues. These efforts are anticipated to have a positive impact on present and future ridership in the system. However, it should be noted that effective FY 2011 the methodology for determining boarding's per station has been adjusted. While the growth factors discussed above are the primary growth drivers, this methodology change is also partially responsible for the large increase in VRE passengers between FY 2011 and FY 2012.

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FUND STATEMENT

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	FY 2012 Actual	FY 2013 Adopted Budget Plan	FY 2013 Revised Budget Plan	FY 2014 Advertised Budget Plan	FY 2014 Adopted Budget Plan
Beginning Balance	\$29,752,106	\$4,946,111	\$40,923,773	\$22,285,036	\$22,285,036
Revenue:					
Miscellaneous Revenue ¹	\$1,370,398	\$162,778	\$162,778	\$162,778	\$162,778
SmarTrip Revenue ²	7,217,599	7,492,078	7,492,078	7,358,142	7,358,142
Bus Advertising	0	200,000	200,000	200,000	200,000
WMATA Reimbursements, West Ox Bus Operations Center ³	2,572,930	3,335,461	2,700,000	2,942,517	2,942,517
State Aid (NVTC) Operations ⁴	18,201,878	18,201,878	18,201,878	19,129,770	19,129,770
State Aid (NVTC) Projects ⁵	14,000,000	0	0	5,700,000	5,700,000
Total Revenue	\$43,362,805	\$29,392,195	\$28,756,734	\$35,493,207	\$35,493,207
Transfers In:					
General Fund (10001)	\$34,455,482	\$36,547,739	\$36,547,739	\$34,547,739	\$34,547,739
Metro Operations & Construction (30000)	2,215,563	2,304,186	2,304,186	2,396,353	2,396,353
County and Regional Transportation Projects (40010) ⁶	19,459,472	26,701,986	26,701,986	11,442,434	11,442,434
Total Transfers In	\$56,130,517	\$65,553,911	\$65,553,911	\$48,386,526	\$48,386,526
Total Available	\$129,245,428	\$99,892,217	\$135,234,418	\$106,164,769	\$106,164,769
Expenditures:					
FAIRFAX CONNECTOR					
Huntington Division					
Operating Expenses	\$29,589,026	\$31,253,599	\$32,479,722	\$31,064,997	\$31,064,997
Capital Projects	0	0	3,350,000	1,082,000	1,082,000
Capital Equipment	13,130,532	9,700,000	14,272,000	834,000	834,000
Subtotal - Huntington Division	\$42,719,558	\$40,953,599	\$50,101,722	\$32,980,997	\$32,980,997
Reston-Herndon Division					
Operating Expenses	\$21,352,769	\$23,798,139	\$25,196,774	\$22,416,694	\$22,416,694
Capital Projects	0	0	1,574,000	337,000	337,000
Capital Equipment	5,369,913	0	5,933,000	8,969,000	8,969,000
Subtotal - Reston-Herndon	\$26,722,682	\$23,798,139	\$32,703,774	\$31,722,694	\$31,722,694
West Ox Division, County CONNECTOR					
Operating Expenses	\$11,287,496	\$19,261,910	\$15,709,193	\$20,913,299	\$20,913,299
Capital Projects	0	0	150,000	181,000	181,000
Capital Equipment	30,010	7,275,000	3,625,000	77,000	77,000
Subtotal - West Ox Division, County	\$11,317,506	\$26,536,910	\$19,484,193	\$21,171,299	\$21,171,299
West Ox Division, WMATA ³	\$2,387,482	\$3,335,461	\$2,700,000	\$2,942,517	\$2,942,517
Subtotal - West Ox Division, County and WMATA	\$13,704,988	\$29,872,371	\$22,184,193	\$24,113,816	\$24,113,816
Total CONNECTOR Service	\$80,759,746	\$91,288,648	\$102,289,689	\$85,874,990	\$85,874,990
Total WMATA Service	\$2,387,482	\$3,335,461	\$2,700,000	\$2,942,517	\$2,942,517
Total Bus Services, CONNECTOR & WMATA	\$83,147,228	\$94,624,109	\$104,989,689	\$88,817,507	\$88,817,507

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	FY 2012 Actual	FY 2013 Adopted Budget Plan	FY 2013 Revised Budget Plan	FY 2014 Advertised Budget Plan	FY 2014 Adopted Budget Plan
Systemwide Projects	\$297,466	\$0	\$2,802,542	\$0	\$0
Commuter Rail ⁷	4,876,961	5,157,151	5,157,151	5,311,867	5,311,867
Total Expenditures	\$88,321,655	\$99,781,260	\$112,949,382	\$94,129,374	\$94,129,374
Transfers Out:					
General Fund (10001) ⁸	\$0	\$0	\$0	\$0	\$4,000,000
Total Transfers Out	\$0	\$0	\$0	\$0	\$4,000,000
Total Disbursements	\$88,321,655	\$99,781,260	\$112,949,382	\$94,129,374	\$98,129,374
Ending Balance	\$40,923,773	\$110,957	\$22,285,036	\$12,035,395	\$8,035,395
Transportation-Related Requirements	\$4,821,111	\$0	\$12,055,408	\$6,210,395	\$2,210,395
Reserve: Bus Replacement ⁵	0	0	0	5,700,000	5,700,000
Reserve for C&I Services	0	0	10,104,628	0	0
Reserve for Bus Shelter Program ⁹	125,000	110,957	125,000	125,000	125,000
Unreserved Balance	\$35,977,662	\$0	\$0	\$0	\$0

¹ Miscellaneous revenue includes such items as reimbursement from the Washington Metropolitan Area Transit Authority (WMATA) for the value of WMATA tokens collected on FAIRFAX CONNECTOR routes, insurance recoveries, and miscellaneous developer contributions.

² Fare revenue is received either directly by the County as SmarTrip fare payments, or indirectly through the contractor, who credits cash receipts to the monthly bus operations contract bill.

³ WMATA reimburses the County for its share of space at the West Ox Bus Operations Center, a joint use facility for WMATA and the County CONNECTOR. WMATA initiated operations from this site in Spring 2009. Both WMATA expenditures and the offsetting WMATA reimbursement are being adjusted in FY 2014 to more accurately reflect the actual experience to date.

⁴ State Aid for mass transit is disbursed to the Northern Virginia Transportation Commission (NVTC), where it is made available to the County.

⁵ State Aid for Projects may support one time infrastructure or equipment requirements. As part of the FY 2014 Adopted Budget Plan, \$5.7 million has been earmarked to start the process of establishing a Bus Replacement reserve.

⁶ A transfer from Fund 40010, County and Regional Transportation Projects, was implemented in FY 2010 to support the expansion of additional bus transit services and the opening of the new West Ox Bus Operations Center. The source of these funds is annual revenue available from the commercial and industrial tax for transportation, approved by the Board of Supervisors. The state Transportation Funding and Reform Act of 2007 (HB 3202) provided the enabling legislation for this tax, which was first implemented in FY 2009.

⁷ Fairfax County participates in the VRE Master Agreement, and provides an annual subsidy to Virginia Railway Express (VRE) operations and construction.

⁸ As part of the FY 2014 Adopted Budget Plan, the Board approved utilizing an amount of \$4.0 million in balance that was previously held in reserve assuming a review of funding sources in FY 2015.

⁹ The Bus Shelter Advertising Program was established in FY 2011 as a public-private partnership to provide for bus shelter construction and maintenance. This revenue is held in reserve for unanticipated County maintenance expenditures related to this program in the event the developer defaults on the Bus Advertising Contract.